



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

Reference No.

SI/772/1027

1. LOCATION OF OCCURRENCE

Narromine, New South Wales	Height a.m.s.l. 780 feet	Date 24.6.77	Time (Local) 1630 hours	Zone EST
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2. THE AIRCRAFT

Make and Model LET National Corporation L-13 BLANIK Glider	Registration VH-GUX	Certificate of Airworthiness Valid from 6.8.68 to 6.8.88
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Power Cables Distorted
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Narromine	Time of departure 1620 hours	Next point of intended landing Narromine	Purpose of flight Gliding	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	36	Nil	6 hours 6 minutes	6 hours 6 minutes	Fatal

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
Nil					

6. RELEVANT EVENTS

The pilot was undertaking initial flying training as one of a group participating in a five day gliding training course. He had flown on each of the preceding four days for a total of 20 flights all of which were dual instruction. On the fifth day, after landing from the pilot's sixth dual flight for the day, the instructor vacated the aircraft, secured the cockpit and authorised the pilot to undertake his first solo flight.

The aircraft was launched by aero-tow in the same direction and in a manner consistent with the preceding dual flights; as arranged the pilot released from the tow in an area upwind of the circuit area at a height of approximately 1900 feet above ground level. There was no lift and the aircraft made a number of controlled turns whilst gradually descending upwind of the circuit area; it then entered the downwind leg of the traffic circuit for a landing adjacent to Runway 22. It was manoeuvred, as was appropriate, during the downwind leg and placed in a satisfactory position for a landing approach.

A few seconds after becoming established on the base leg in a stable, wings level gliding attitude at a height of 500 to 600 feet, the aircraft adopted an increasingly steep nosedown attitude, gradually at first then more rapid. At a height of 300 feet the attitude was beyond the vertical, it then returned to a vertical attitude which remained constant until the aircraft struck the ground after passing through power cables.

Examination of the wreckage revealed no evidence of any pre-existing defect, malfunction or interference to the controls which could have contributed to the accident. The centre of gravity was within the permissible limits. The aircraft had flown 2321 hours 57 minutes since manufacture.

The weather conditions were 3 octas of cloud at about 2500 a.m.s.l., wind 200 degrees 10 knots, visibility 40 km, temperature 14° Celsius.

7. OPINION AS TO CAUSE

The cause of the accident has not been determined.

Approved for
publication(A.R. Woodward)
Delegate of the Secretary

Date 27.4.1978